



Property Committee

REGULAR MEETING AGENDA

May 25, 2006
3:00 p.m.

South Florida Regional Transportation Authority

Board Room

800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064

www.sfrta.fl.gov

FOR FURTHER INFORMATION CALL WILLIAM CROSS AT (954) 788-7916

Members

Commissioner James A. Scott, Chair
Bill T. Smith, Vice Chair
George Morgan, Jr.

Directions to SFRTA: I-95 to Copans Road. Go west on Copans to North Andrews Avenue Ext. and turn right. Go straight to Center Port Circle, which is NW 33rd Street, and turn right. SFRTA's offices are in the building to the right. The SFRTA offices are also accessible by taking the train to the Pompano Beach Station. The SFRTA building is South of the station. Parking is available across the street from SFRTA's offices, at the Pompano Beach Station.

PROPERTY COMMITTEE MEETING
OF MAY 25, 2006

The meeting will convene at 3:00 p.m., and will be held in the Board Room of the South Florida Regional Transportation Authority, Administrative Offices, 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

CALL TO ORDER

AGENDA APPROVAL – Additions, Deletions, Revisions

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

CONSENT AGENDA
Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

[C1 – MOTION TO APPROVE:](#) Minutes of Property Committee Meeting of April 28, 2006

REGULAR AGENDA
Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.

[R1 – MOTION TO RECOMMEND:](#) Boca Raton Phase II Joint Development Project, Development & Lease Agreement

[R2 – MOTION TO RECOMMEND:](#) 2006 Property Committee Meeting Schedule

INFORMATION / PRESENTATION ITEMS
Action not required, provided for information purposes only.

[I1 – INFORMATION:](#) Unsolicited Proposal for New Tri-Rail Station at Hallandale Beach

[I2 – INFORMATION:](#) Unsolicited Proposal for New Tri-Rail Station at Pompano Park

[I3 – INFORMATION:](#) Update on Mangonia Park Station Lease and Easement Agreement

[I4 – PRESENTATION:](#) Transit Oriented Development (TOD) Overview

OTHER BUSINESS

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

PROPERTY COMMITTEE MEMBER COMMENTS

ADJOURNMENT

In accordance with the Americans with Disabilities Act and Section 286.26, Florida Statutes, persons with disabilities needing special accommodation to participate in this proceeding, must at least 48 hours prior to the meeting, provide a written request directed to the Planning and Capital Development Department at 800 NW 33rd Street, Suite 100, Pompano Beach, Florida, or telephone (954) 942-RAIL (7245) for assistance; if hearing impaired, telephone (800) 273-7545 (TTY) for assistance.

Any person who decides to appeal any decision made by the South Florida Regional Transportation Authority Property Committee with respect to any matter considered at this meeting or hearing, will need a record of the proceedings, and that, for such purpose, he/she may need to ensure that a verbatim record of the proceedings is made, which record includes the testimony and evidence upon which the appeal is to be based.

Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

MINUTES
PROPERTY COMMITTEE MEETING
OF APRIL 28, 2006

The Property Committee meeting was held at 8:30 a.m. on Friday, April 28, 2006 in the Board Room of the South Florida Regional Transportation Authority (SFRTA), Administrative Offices, located at 800 NW 33rd Street, Suite 100, Pompano Beach, FL 33064.

COMMITTEE MEMBERS PRESENT:

Mr. Bill Smith, SFRTA Board Member and Property Committee Vice-Chair
Mr. George Morgan, Jr., SFRTA Board Member

VIA TELEPHONE CONFERENCE:

Commissioner James Scott, SFRTA Board Member and Property Committee Chair

ALSO PRESENT:

Mr. Neisen Kasdin, SFRTA Board Member
Mr. Joseph Giulietti, SFRTA Executive Director

Mr. Gary Benivegna, American Realty Consultants, Inc.
Mr. Malcolm Butters, Butters Construction & Development
Ms. Loraine Cargill, SFRTA
Mr. William Cross, SFRTA
Ms. Kim DeLaney, Treasure Coast Regional Planning Council
Mr. Reeder Glass, Holland & Knight
Mr. Ford Gibson, San Remo Developments
Mr. Mike Good, City of Hallandale Beach
Ms. Diane Hernandez del Calvo, SFRTA
Ms. Lynda Kompelien Westin, SFRTA
Mr. Robert Love, American Realty Consultants, Inc
Ms. Teresa Moore, Greenberg Traurig
Mr. Jeff Olson, SFRTA Staff Counsel
Mr. Ned Siegel, The Siegel Group
Ms. Flavia Silva, SFRTA
Mr. Jack Stephens, SFRTA Deputy Executive Director
Ms. Kathleen Yonce, York Residential
Mr. Victor Yui, Dorsky Hodgson Yui and Partners, Inc.

CALL TO ORDER

The Vice-Chair called the meeting to order at 8:31 a.m.

AGENDA APPROVAL – Additions, Deletions, Revisions

Mr. Morgan moved for approval of the Agenda. The motion was seconded by Commissioner Scott.

The Vice-Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Vice-Chair declared the Agenda approved unanimously.

MATTERS BY THE PUBLIC – Persons wishing to address the Committee are requested to complete an “Appearance Card” and will be limited to three (3) minutes. Please see the Minutes Clerk prior to the meeting.

There were no Matters by the Public at this meeting.

CONSENT AGENDA

Those matters included under the Consent Agenda are self-explanatory and are not expected to require review or discussion. Items will be enacted by one motion in the form listed below. If discussion is desired by any Committee Member, however, that item may be removed from the Consent Agenda and considered separately.

C1 – MOTION TO APPROVE: Minutes of Property Committee Meeting of March 24, 2006

Mr. Morgan moved for approval of the Consent Agenda. The motion was seconded by Commissioner Scott.

The Vice-Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Vice-Chair declared the motion approved.

REGULAR AGENDA

Those matters included under the Regular Agenda differ from the Consent Agenda in that items will be voted on individually. In addition, presentations will be made on each motion, if so desired.
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R1 – MOTION TO RECOMMEND: Boca Raton Phase II Joint Development Project, Development & Lease Agreement

Mr. Glass, Holland & Knight, updated the Property Committee on the status of the Boca Raton Phase II Joint Development & Lease Agreement and mentioned that at the March 24, 2006 Property Committee meeting, staff was directed to continue negotiations with San Remo. Mr. Glass continued stating that there are a few changes to the Development & Lease Agreement; 1) the pre-possession rent of \$4,000 per month, commencing on the effective date (or the signing) of the Development & Lease Agreement; San Remo has requested that the \$4,000/month be accrued until such time as they get site plan approval which would be estimated as 4-months accrual with a lump sum payment at the time that San Remo receives that approval and; 2) the pre-possession date of February 28, 2007 be adjusted to April 30, 2007.

Mr. Morgan inquired if SFRTA has any right under the lease for reasonable approval of the site plan so that the additional 10,000 square feet is built in a place that is desirable for retail.

Mr. Glass responded affirmatively and stated that the conceptual site plan is an exhibit to the lease. Mr. Glass explained to the Property Committee members that the formula to calculate the base rent was negotiated based on the objective of receiving a conservative but reasonable return on the fair market value of the land. Mr. Glass acknowledged that the fair market value of the land was based on the January 2004 appraisal amount of \$3,150,000 and continued stating that staff used that value for purposes of negotiating a conservative return on base rent of \$200,000 per annum, which reflects an approximate return of 6.4% on the appraised value. In addition there is a 1% of gross participation rent as well as an adjustment of 10% every 5 years on the base rent.

Mr. Glass pointed out that at the March 24, 2006 Property Committee, the Committee instructed staff to achieve a level of informed knowledge about the current value of the property. Mr. Glass stated that staff proceeded with an appraisal of the site.

Mr. Love from American Realty Consultants, Inc., updated the Property Committee in relation to the appraisal of the Phase II site. Mr. Love stated that his services were retained by the SFRTA to perform the appraisal and to estimate market value of the site based on the 50,000 square feet of office space and 20,000 square feet of transit-related retail space. Mr. Love stated that after a thorough inspection of the site and market conditions, the current market value of the property is \$5,300,000 as of April 21, 2006.

Mr. Benivegna from American Realty Consultants, Inc., stated that at the time of the January 2004 appraisal there were no other new buildings in the area; however since then the market conditions have changed due to the new retail and office buildings under construction adjacent to or near the Phase II site.

Mr. Giulietti pointed out that the base rent amount of \$200,000 was reached not only based on the appraisal but also based on the offers from developers during the RFP process.

Mr. Siegel from The Siegel Group, and Mr. Butters from Butters Construction & Development, addressed the Property Committee regarding issues related to the Lease Agreement and the new appraisal amount.

There was discussion amongst the members regarding the Development & Lease Agreement in lieu of the current market conditions. There was a consensus about the need to achieve a fair return in light of the new appraisal and achieve an agreement that is that acceptable to both parties.

Mr. Morgan moved to defer the approval of the Development and Lease Agreement between SFRTA and Boca Tri-Rail Center, LLC to the May 2006 Property Committee meeting. The motion was seconded by Commissioner Scott.

The Vice-Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Vice-Chair declared the motion approved.

R2 – MOTION TO RECOMMEND: Endorsement of York Residential's mixed use development at Tri-Rail's Deerfield Beach Station

Ms. Westin, SFRTA Transportation Planning Manager, updated the Property Committee on the mixed-use development adjacent to the Tri-Rail's Deerfield Beach Station.

Mr. Yui from Dorsky Hodgson Yui and Partners, Inc., Ms. DeLaney from the Treasure Coast Transportation Planning Council (TCRPC) and Ms. Yonce from York Residential, each addressed the Property Committee on the changes made to the site plan over the last few weeks.

Mr. Morgan moved to recommend the endorsement of York Residential's mixed use development to the SFRTA Board of Directors. The motion was seconded by Commissioner Scott.

The Vice-Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Vice-Chair declared the motion approved.

R3 – MOTION TO ENDORSE: SFRTA Policy for Unsolicited Proposals

Mr. Giulietti informed the Property Committee members that in an effort to learn about the Florida Department of Transportation (FDOT) rules for unsolicited proposals and whether or not the SFRTA can utilize FDOT funds to evaluate unsolicited proposals without causing any conflict, staff is recommending that the Property Committee consider endorsing an Unsolicited Proposal Policy which incorporates FDOT's Rule 14-107, Florida Administrative Code, on unsolicited proposals.

Ms. Moore stated that FDOT has recommended the SFRTA consider having a policy for unsolicited proposals to avoid using FDOT's funds to evaluate unsolicited proposals. Ms. Moore stated that the language of the Policy requires the applicant to pay an initial fee of \$50,000 to cover staff expenses in reviewing proposals.

Mr. Kasdin, SFRTA Board Member, suggested the implementation of a Recovery Ordinance to recover costs incurred from the unsolicited proposal evaluation.

Ms. Moore stated that language on the Unsolicited Proposals Policy can be modified to add that the SFRTA may request additional money from applicants if staff time exceeds the initial fee and that SFRTA will reimburse applicants in case staff time is less than the initial fee. Ms. Moore continued stating that requiring the applicants to pay for the costs of the agency's evaluation will relieve SFRTA from using FDOT funds and, will prevent any possible breach of the FDOT Joint Participation Agreement (JPA) language.

Mr. Kasdin suggested that government agencies should be exempt from paying the initial fee.

Mr. Morgan suggested the initial fee be reduced to \$25,000.

Mr. Morgan moved to amend the SFRTA Policy for Unsolicited Proposals to:

- 1. Exempt government entities of any fees;**
- 2. Change the initial fee from \$50,000 to \$25,000 and**
- 3. Give the SFRTA Board of Directors or the Property Committee the ability to waive or reduce the initial fee.**

The motion was seconded by Commissioner Scott.

The Vice-Chair called for further discussion and/or opposition to the motion. Upon hearing none, the Vice-Chair declared the motion approved.

INFORMATION / PRESENTATION ITEMS

Action not required, provided for information purposes only.
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Due to time constraints, the Vice-Chair requested that the Information Items listed below be provided to the Property Committee members at the next meeting.

I1 – INFORMATION: Unsolicited Proposal for New Tri-Rail Station at Hallandale Beach

I2 – INFORMATION: Unsolicited Proposal for New Tri-Rail Station at Pompano Park

I3 – INFORMATION: Update on Mangonia Park Station Lease and Easement Agreement

I4 – INFORMATION: 2007 Rail~Volution Conference

I5 – PRESENTATION: Transit Oriented Development (TOD) Overview

OTHER BUSINESS

There was no Other Business discussed at this meeting.

SFRTA EXECUTIVE DIRECTOR REPORTS/COMMENTS

Mr. Giulietti informed the Property Committee members that the Boca Raton Phase II Joint Development Project, Development & Lease Agreement item will be removed from the SFRTA Board of Directors April 28, 2006 Agenda.

PROPERTY COMMITTEE MEMBER COMMENTS

Mr. Morgan suggested that future Property Committee meetings be scheduled at a different date from the SFRTA Board of Directors meeting.

ADJOURNMENT

The meeting was adjourned at 10:05 am.

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: MAY 25, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

BOCA RATON PHASE II JOINT DEVELOPMENT PROJECT
DEVELOPMENT & LEASE AGREEMENT

REQUESTED ACTION:

MOTION TO RECOMMEND: Development & Lease Agreement between the South Florida Regional Transportation Authority and Boca Tri-Rail Center, LLC for joint use and development of the Phase II site (approximately 2.5 acres) adjacent to the Boca Raton Tri-Rail Station.

SUMMARY EXPLANATION AND BACKGROUND:

On August 15, 2003, the South Florida Regional Transportation Authority (SFRTA) purchased approximately 6.6 acres in the City of Boca Raton for the development of the Boca Raton Intermodal Facility (Intermodal Facility). The property is part of the T-Rex Development and is located west of I-95, immediately south of Yamato Road and adjacent to the South Florida Rail Corridor.

The Intermodal Facility was planned to be developed in two phases. Phase I includes the construction of the Boca Raton Tri-Rail Station and involves platforms, surface parking and other passenger amenities to support the station. This phase is currently completed. The Phase II portion includes a joint development provision of 50,000 square feet of office space and up to 20,000 square feet of retail space with additional surface parking.

At the August 5, 2005 Special Meeting of the Property Committee, the Committee approved San Remo Developments (a.k.a Boca Tri-Rail Center, LLC) as the preferred developer, over the Butters & Siegel Development Group to joint develop the Boca Raton Intermodal Facility Phase II site.

(Continued Page 2)

Department: Planning and Capital Development

Department Director: Jack Stephens

Project Manager: Loraine Kelly-Cargill

FISCAL IMPACT: Funding from this project will increase SFRTA's Operating Budget

EXHIBITS ATTACHED: Exhibit 1: Development & Lease Agreement
(To be distributed under separate cover)

BOCA RATON PHASE II JOINT DEVELOPMENT PROJECT
DEVELOPMENT & LEASE AGREEMENT

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The Proposal was based on the following major terms:

- Construction of 50,000 square feet of office and up to 20,000 square feet of retail;
- Payment of \$75,000 per annum during construction;
- Base rent of \$200,000 per annum, increasing 10% every five years;
- Participation rent of 1% of gross revenue, plus lessor to share in net proceeds of 10% from sale or refinance of the property or from a sale of the ownership interest in lessee.

On January 27, 2006, SFRTA received a letter from Boca Tri-Rail Center presenting a revised proposal to the terms of the original lease resulting in a reduced base rent of approximately \$60,000 per year. The revised proposal cited the increase in construction costs over the last few months associated with the recent hurricane season as the main reason for the adjustment. Additionally, Boca Tri-Rail Center confirmed they had entered into an Agreement with Ned Siegel and Malcolm Butters to co-develop the Phase II Project enabling them to take advantage of synergies with the adjacent development and leverage existing relationships with governmental groups.

On February 17, 2006, the Property Committee moved to: 1) Suspend negotiations up to 90 days with Boca Tri-Rail Center; and 2) Direct staff to update the appraisal of the Boca Raton Phase II site and await further direction from the Property Committee.

On March 23, 2006, SFRTA received a letter from Boca Tri-Rail Center attorneys stating that Boca Tri-Rail Center has agreed to construct 50,000 square feet of office and 10,000 square feet of retail in accordance with the August 4, 2005 proposal previously approved by the SFRTA Property Committee.

On March 24, 2006, the Property Committee moved to direct staff to engage in negotiations with Boca Tri-Rail Center and bring back a fair proposal to the Property Committee at the April 28, 2006 meeting.

On April 28, 2006, staff presented the Property Committee with information regarding a new appraisal amount for the Phase II site. This amount reflected an increase in value of the property of approximately \$2,150,000. In light of this new information, the Property Committee directed staff to try to re-negotiate the economic terms of the lease with Boca Tri-Rail Center and bring back a more equitable proposal to the Property Committee at the next meeting.

DEVELOPMENT & LEASE AGREEMENT

Committee Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner James A. Scott	_____	Yes	_____	No
Bill T. Smith	_____	Yes	_____	No
George Morgan	_____	Yes	_____	No

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: MAY 25, 2006

AGENDA ITEM REPORT

☐ Consent ☒ Regular ☐ Public Hearing

2006 PROPERTY COMMITTEE
MEETING SCHEDULE

REQUESTED ACTION:

MOTION TO APPROVE: 2006 Meeting Schedule of the Property Committee

SUMMARY EXPLANATION AND BACKGROUND:

Staff request approval of the meeting schedule for calendar year 2006 to accommodate the monthly meeting format of the Property Committee.

Department: Planning and Capital Development

Department Director: Jack Stephens

Project Manager: Loraine Cargill

FISCAL IMPACT: None

EXHIBITS ATTACHED: [Exhibit 1: 2006 Proposed Meeting Schedule](#)

2006 PROPERTY COMMITTEE
MEETING SCHEDULE

Committee Action:

Approved: _____ Yes _____ No

Vote: _____ Unanimous

Amended Motion:

Commissioner James A. Scott	_____	Yes	_____	No
Bill T. Smith	_____	Yes	_____	No
George Morgan	_____	Yes	_____	No



PROPERTY COMMITTEE 2006 PROPOSED MEETING SCHEDULE

Meetings of the Property Committee are held monthly on the 4th Thursday of the month at 10:00 am in the Board Room of SFRTA's Administrative Office.

June 22, 2006

July 27, 2006

August 24, 2006

September 21, 2006

October 26, 2006

NOVEMBER / DECEMBER
TBA

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: MAY 25, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT HALLANDALE BEACH

SUMMARY EXPLANATION AND BACKGROUND:

At the March 24, 2006 meeting of the Property Committee, the City of Hallandale Beach (the "City") requested that the South Florida Regional Transportation Authority (SFRTA) evaluate the feasibility of constructing a new station along the existing Tri-Rail Corridor in the vicinity of the Hallandale Beach Blvd. in central Broward County. This request from the City is attached as Exhibit 1. Staff was directed to evaluate the request, and the City was directed to present SFRTA with information on how it could contribute to the proposed new station.

Locations for the proposed new station are evaluated in the memo from Kimley-Horn, dated April 19, 2006 and attached as Exhibit 3. On a preliminary basis, Site Options 3 and 4 may be the most beneficial sites for a new station based on their size and central spacing between the Tri-Rail Hollywood and Golden Glades stations.

The attached proposed Development Order for the Village of Gulfstream Park DRI (Exhibit 4) suggests that the developer post a \$3.0 million dollar surety bond to the SFRTA in lieu of payment of the Transit-Oriented Concurrency fees to Broward County. These funds are to be used for a new Tri-Rail Station, "...to be located between the existing Hollywood station and Golden Glades station, pending approval from the appropriate review agencies." This amount would not cover the cost of a new station, but could be used to leverage other funding sources.

The City has responded to the Property Committee's request for information, which is attached as Exhibit 5. In general, they are offering local policy initiatives and studies which would support access to transit and roadway related improvements. Capital support for transit or transit oriented development may be considered. The City is not able to address transit supportive land use and zoning, as the proposed station locations are not within its City limits.

(Continued on Page 2)

EXHIBITS ATTACHED: [Exhibit 1: Letter from City of Hallandale Beach](#)
 [Exhibit 2: New Station Locations Presentation](#)
 [Exhibit 3: New Tri-Rail Station Site Identification Memorandum](#)
 [Exhibit 4: Village of Gulfstream Park Draft Development Order](#)
 [Exhibit 5: City of Hallandale Beach Information](#)

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT HALLANDALE BEACH

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

General Issues for All Potential New Tri-Rail Stations

Our research indicates typical commuter rail station spacing nationally is about 4.5 miles. Tri-Rail is currently 3.9 miles on average. Closer spacing is generally not desirable because of operational considerations and schedule impacts related to the performance characteristics of commuter rail (i.e., acceleration/deceleration). However, there may be cases where other positive considerations outweigh the operational impacts of closer station spacing.

The costs of a new station are significant and are made up of three components: one-time station capital costs, one-time train set purchases and annual operating and maintenance costs. Staff estimates new station capital costs of between \$13.5 and \$25 million dollars, with most of the uncertainty related to right-of-way costs. Given Tri-Rail's current schedule commitments, two new train sets will be required before the next station can be placed into service. These new train sets should allow at least two new stations, and possibly a third, to be placed in service before additional train sets are required. Two train sets will cost between \$16 million for existing engine and car types and \$25 million for equivalent Diesel Multiple Unit (DMU) sets. Operating and maintenance costs will run between \$1.5 and \$2.0 million per year, or more, depending upon the level of shuttle service desired. In summary, the capital cost of one additional station could be between \$29.5 to \$50 million dollars plus annual operating costs of \$1.5 to \$2.0 million.

Capital cost need to be further reviewed with respect to how many years they are amortized over and if they should be applied to each new project coming forward.

No funds are currently programmed for any new Tri-Rail stations.

New Federal guidelines requiring "level boarding" platforms may impact all future Tri-Rail stations and significantly increase costs. The interpretation of the Federal Department of Transportation's (FDOT) level boarding requirements is undergoing evaluation and established methods of compliance with these requirements may no longer be sufficient. Full length platforms may be required in all cases with an associated fiscal impact on new station construction. Federal transportation organizations are working to reach consensus on the interpretation of the level boarding requirements.

(Continued on Page 3)

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT HALLANDALE BEACH

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

Cities and counties are implementing transit concurrency requirements and new growth management rules are likely to provide additional impetus for the development community to look to transit to mitigate their transportation impacts. A Development of Regional Impact (DRI) being prepared in the City contemplates directing \$3 million of developer transit concurrency impact funds to SFRTA and requiring the developer to provide shuttle service to the nearest Tri-Rail station. SFRTA should look for opportunities to partner and share the costs of constructing new stations.

Given the high capital costs of a new Tri-Rail station, the implementation of new shuttle service between the development and an existing Tri-Rail station can be a much more cost effective solution. Another benefit of new shuttle service is that it can be implemented very quickly.

Hallandale Beach Specific Issues for a New Tri-Rail Station

Three of the five potential station locations are located in Miami-Dade County. The Village of Gulfstream Park DRI contains conditions that require a \$3 million contribution to Tri-Rail is based upon Broward County's Transit Concurrency System. It is unlikely that Broward County will agree to their funds being spent outside the county even if benefits will accrue to them through improved access the City to a new Tri-Rail station. On the other hand, if the development order was modified to allow SFRTA to spend these dollars on increased shuttle services to support the development to and from the nearest Tri-Rail station, the potential for SFRTA to lose the \$3 million due to geographic reasons is reduced.

None of the possible station locations is within the City. The City should initiate discussions with neighboring Cities to determine their level of support for a new station and willingness to increase densities and provide transit oriented development opportunities around the new station area.

Road access to some of the station sites is very poor and significantly reduces their value as future station sites.

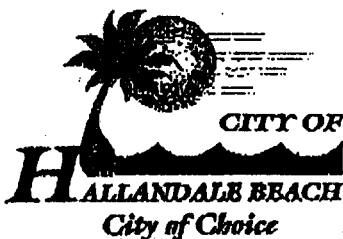
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UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT HALLANDALE BEACH

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

STAFF RECOMMENDATIONS:

1. Work with the City, Broward County, the Developer, and the South Florida Regional Planning Council to modify the DRI development order so that the \$3 million, if not used for a new Tri-Rail station, would be used to provide new and enhanced shuttle services between the development and the nearest Tri-Rail station.
2. Continue to work with the City, Broward County and the Florida Department of Transportation to identify funding opportunities for a future new station in this area.
3. Monitor the City's efforts to prepare a city-wide transportation study.
4. Approach Pembroke Park, Miami-Dade County and Broward County to discuss their willingness to support a new station by adopting transit friendly zoning and land-use around a potential new station.



City of Hallandale Beach

400 South Federal Highway
Hallandale Beach, FL 33009-6433
Phone: (954) 458-3251
Fax: (954) 457-1342

February 21, 2006

Mr. Joe Giuliatti, Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street, Suite 100
Pompano Beach, Florida 33064

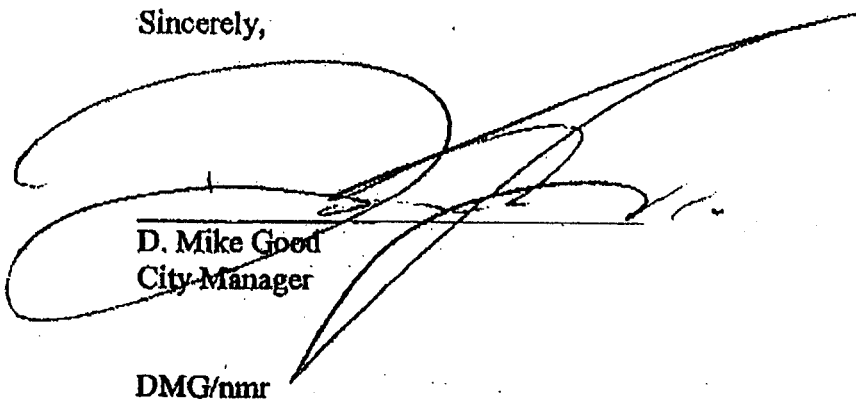
Dear Mr. Giuliatti,

During our on-going review of the Villages of Gulfstream Park DRI, as well as the total redevelopment of the balance of the Gulfstream site, we have determined that one of the transportation improvements that may significantly help relieve congestion in Hallandale Beach is improved access to Tri Rail. To that end, I would like to ask that the SFRTA consider the development of a station near the intersection of Hallandale Beach Blvd. and the I-95/CSX rail corridor. Should a station be developed at the referenced site, the City could work with the County, CSX, neighboring cities and with the private sector to explore the various alternatives available to relieve traffic congestion which would be mutually beneficial, including but not limited to private funding, grants availability, road and infrastructure improvements and the expansion of bus routes.

As you may know, the City is before the Broward County Commission on April 25, 2006, regarding the disposition of an important land use plan amendment that will allow the Villages project to continue in the review process. I feel that the RTA's strong support for such a proposal as a new station would be very important to that approval. Please allow this letter to serve as a formal request for the SFRTA's review of such a proposal as soon as possible. To that end, we would request that you put a discussion item on your next agenda for your meeting on Thursday, February 23, 2006 if that is at all possible. I am ready to meet with you and your staff at your earliest convenience to discuss this matter in detail.

Thank you for your consideration of this matter. I look forward to hearing from you.

Sincerely,



D. Mike Good
City Manager

DMG/nmr

New Station Locations

South Florida Regional
Transportation Authority / Tri-Rail

Property Committee
05/25/06

Overview

- Successful completion of Double Tracking and implementation of new Tri-Rail service has resulted in significant average ridership increases from 9300 to over 11,000 per day, with some 12,000 days.
- Recent interest in New Tri-Rail Stations
 - Both Public and Private

Station Spacing Considerations

- Nationally, average commuter rail station spacing is 4.56 miles.
- Current Tri-Rail average station spacing is about 3.94 miles
- There are three locations that, based upon spacing considerations, could be considered for new stations:
 - West Palm → Lake Worth is 7.02 miles
 - Boynton Beach → Delray Beach is 7.01 miles
 - Hollywood → Golden Glades is 7.50 miles

Station Spacing Considerations

◆ Potential Station Locations



New Station Cost Estimate

Annual Operating Costs:	\$1.5 to \$2.0 million/year
New Train Maintenance	
Station Maintenance	
Station Security	
Station Electricity	
Station Water	
Shuttles	

New Station Cost Estimate

New Station Construction:	\$12 to \$15 million
Station Construction	
Parking Lot Construction	
ADA Construction	
New Station Acquisition Costs:	\$1.5 to 10 million
Parking Lot Acquisition	
ROW for Track Widening	
ROW for ADA Acquisition	
New Trains:	\$16 to \$25 million
Total Capital Cost:	\$29.5 to \$50 million

New Station Issues

- Federal Level Boarding Requirements
- No Funds Programmed for New Stations
- Growth Management and Concurrency

Land Use / Zoning Considerations

- Most potential station locations do not have the FTA targeted employment/population numbers.
 - Achieving these targets will help accommodate future growth and future Tri-Rail system expansion
- Key partnership issue is local support of transit supportive land use and zoning changes for new station areas.
- RPCs can assist RTA with station area planning

Partnership Considerations

- Win-win opportunities may exist
- Funding Partnerships with Cities, Counties, State, and Private Sector for both new station capital and operating costs may be necessary.
- DRI development orders requiring surety bonds dedicated to future Tri-Rail station development are a positive development.

Conclusions

- Due to the significant costs involved SFRTA must look into public/private partnerships to offset the cost of new stations.
- New shuttle or bus service from existing stations is much cheaper to add than additional Tri-Rail stations with significantly similar benefits
 - Can be implemented quickly for new developments
- New station opportunities exist but must be weighed against systemwide operational impacts.

New Tri-Rail Station Site Identification

April 18, 2006

prepared for:



prepared by:





Kimley-Horn
and Associates, Inc.

Memorandum

■
5100 NW 33rd Avenue
Suite 157
Ft. Lauderdale, Florida
33309-6399

To: Lynda Kompelien Westin, SFRTA

From: Greg Kyle

Date: April 18, 2006

Subj: Preliminary Station Site Identification in Hallandale Beach Area

The South Florida Regional Transportation Authority (SFRTA) would like to identify potential sites for a new Tri-Rail station in the vicinity of Hallandale Beach. Presently, no Tri-Rail stations are located in South Broward/North Miami-Dade Counties between the Hollywood and Golden Glades Stations. These stations are separated by 7.1 miles, which is the greatest distance between stations along the line. Significant redevelopment is presently occurring in the surrounding area precipitating the examination of the potential for a new station to serve the area.

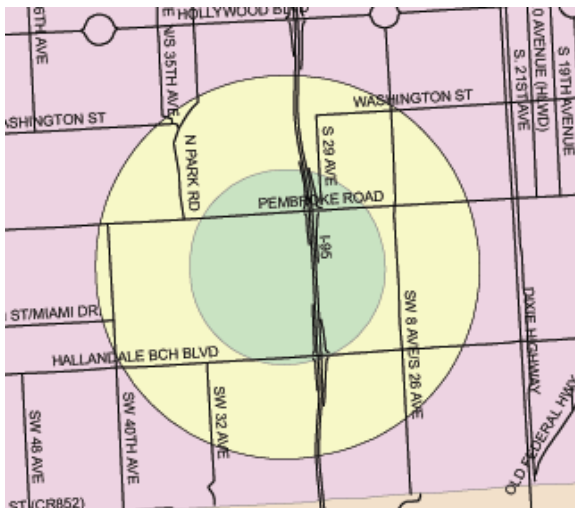
Based on observations noted through the review of aerial photography and field visits, Kimley-Horn and Associates has identified five potential station sites for SFRTA along the CSX Corridor in the Hallandale Beach area. These sites are summarized below including a pictorial description and information on acreage, access considerations, current land use and zoning classifications, site ownership, population and employment data, and environmental considerations.

Further information or clarification on these items can be obtained through the office of Greg Kyle at (954)739.2233.

GK/AD
Attachments

Copy to:
William Cross

Site Option 1: North of Hallandale Beach Boulevard; Broward County



Acreage:

- 3.49 acres bisected by SW 30th Avenue

Governing Jurisdiction:

- Pembroke Park

Distance to Existing Stations:

- From Hollywood Station – 1.6 miles
- From Golden Glades Station – 5.5 miles

Access Considerations:

- Parcels are located between the eastern boundary of the CSX line and the western boundary of the I-95 ROW along SW 30th Avenue directly off Hallandale Beach Boulevard and the I-95 interchange.

Land Use Designation:

- I - Industrial

Zoning Classification:

- M-1 Light Industrial

Ownership and Assessment Data:

Owner	Total Land Acreage	Total Value
Messing Schlager, R.D. & Peggy	2.86	\$1,349,620
City of Pembroke Park	0.02	\$4,130
State of Florida DOT	0.44	\$95,620
Tharp, Barry D, King, Edward F DBA Tharp Gilbert & King Joint Vent.	0.17	\$243,820
Total	3.49	\$1,693,190

Population Data (Census 2000):

- Population within .5-Mile Radius: 2,965
- Population within 1-Mile Radius: 18,955

Employment Data (Broward County MPO Year 2000 FSUTMS Model):

- Opportunities within .5-Mile Radius: 4,160
- Opportunities within 1-Mile Radius: 8,605

Environmental Considerations/Contamination Potential:

- Existing uses onsite include an auto body shop. Fuel tanks are present onsite on a parcel servicing tour buses.

- 2.96 acres

- Pembroke Park

- From Hollywood Station – 2.1 miles
- From Golden Glades Station – 5.0 miles

- Parcels are located west of the CSX ROW with direct access to Hallandale Beach Boulevard immediately west of the I-95 interchange.

- C - Commercial

- B-1 Commercial

Owner	Total Land Acreage	Total Value
Greensacres Mobile Home Village Inc.	1.56	\$271,820
Pros from Dover II Inc; Horizon Properties	1.4	\$1,022,070
Total	2.96	\$1,293,890

A map of the area around the intersection of Hallandale Beach Blvd and S 32 Ave. The map shows a yellow circle representing the 150-foot buffer zone and a green circle representing the 195-foot buffer zone. The yellow circle is centered on the intersection. The green circle is centered on the intersection of Hallandale Beach Blvd and S 32 Ave. The map also shows the following streets: Washington St, N Park Rd, Pembroke Rd, S 39 Ave, S 21st Ave, S 8 Ave, S 26 Ave, S 32 Ave, S 40th Ave, S 48 Ave, 15th St, NE 12 Ave, NE 203 St, Hallandale Bch Blvd, 5th St, and Miami Dr. The map is labeled with '195' and '150' to indicate the buffer zone distances.

- Population within .5-Mile Radius: 4,930
- Population within 1-Mile Radius: 18,360

- Opportunities within .5-Mile Radius: 2,290
- Opportunities within 1-Mile Radius: 6,645

- None observed.



Site Option 3: South of NE 215th Street, North of Ives Dairy Road; Miami-Dade County



Acreage:

- 92 acres

Governing Jurisdiction:

- Unincorporated Miami-Dade County

Distance to Existing Stations:

- From Hollywood Station – 3.0 miles
- From Golden Glades Station – 4.1 miles

Access Considerations:

- Parcels are located northwest of the I-95/Ives Dairy Road interchange directly south of the potential the County Line Road extension. Primary access is currently off of NE 16th Avenue.

Land Use Designation:

- Industrial & Office

Zoning Classification:

- GU – Interim District
- IU-1 – Industrial, Light Manufacturing District

Ownership and Assessment Data:

Owner	Total Land Acreage	Total Value
Miami-Dade County Parks and Recreation	92	\$8,623,472
Total	92	\$8,623,472

Population Data (Census 2000):

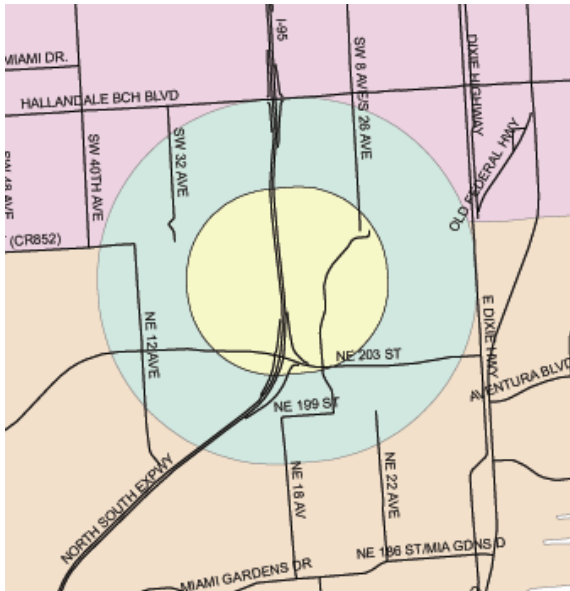
- Population within .5-Mile Radius: 5,040
- Population within 1-Mile Radius: 20,455

Employment Data (Broward County MPO and Miami-Dade MPO Year 2000 FSUTMS Models):

- Opportunities within .5-Mile Radius: 1,425
- Opportunities within 1-Mile Radius: 3,220

Environmental Considerations/Contamination Potential:

- Ojus Landfill site; served as a solid waste disposal site from 1937-1977.



- 13.06 acres

- Unincorporated Miami-Dade County

- From Hollywood Station – 3.3 miles
- From Golden Glades Station – 3.8 miles

- Parcels are located west of the CSX ROW with direct access to NE 17th Avenue and access to NE 205th Street immediately west of the I-95 interchange.

- Industrial and Office

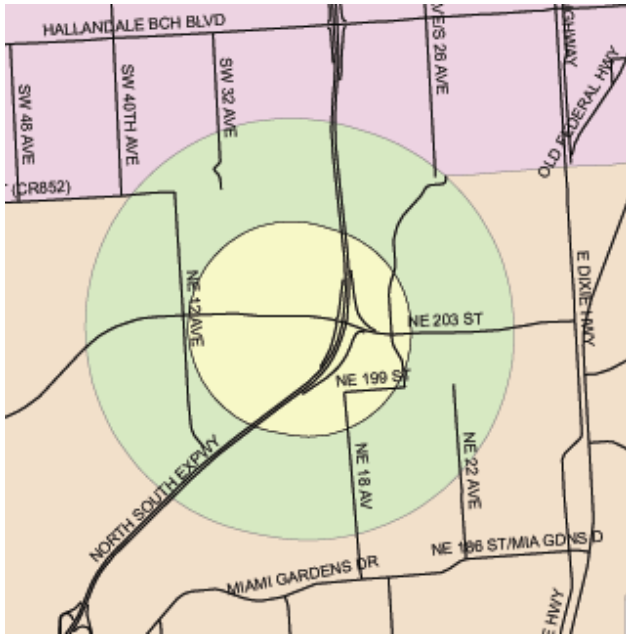
- IU-2 – Industrial, Heavy Manufacturing District

Owner	Total Land Acreage	Total Value
Florida Department of Transportation	11.06	\$4,177,724
Miami-Dade County Parks & Recreation	2	\$479,188
Total	13.06	\$4,656,912

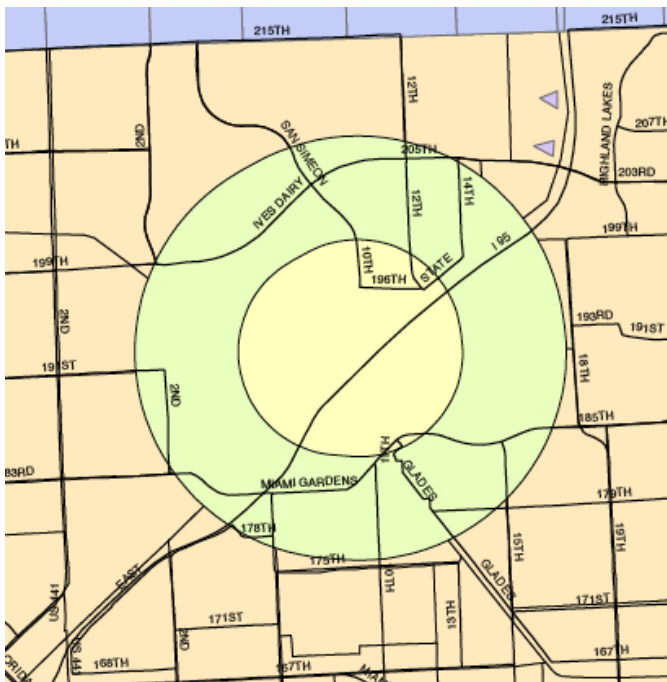
- Population within .5-Mile Radius: 6,070
- Population within 1-Mile Radius: 29,765

- Opportunities within .5-Mile Radius: 1,865
- Opportunities within 1-Mile Radius: 3,370

- Site currently functions as Florida Department of Transportation maintenance yard and contains above-ground fuel tanks.



Site Option 5: Williams Island Golf Course



Acreage:

- 142 acres

Governing Jurisdiction:

- Unincorporated Miami-Dade County

Distance to Existing Stations:

- From Hollywood Station – 4.5 miles
- From Golden Glades Station – 2.6 miles

Access Considerations:

- Access to site requires passing through a residential neighborhood via NE 10th Avenue/Road or NE 195th Street. It is not possible to access the site from the south because of Snake Creek Canal. In general, the site does not have convenient access from the regional roadway network.

Land Uses Designation:

- Parks and Recreation

Zoning Classification:

- GU – Interim District

Ownership and Assessment Data:

Owner	Total Land Acreage	Total Value
WI 825 Partners LLC	142	\$33,262,017
Total	142	\$33,262,017

Population Data (Census 2000):

- Population within .5-Mile Radius: 12,830
- Population within 1-Mile Radius: 28,850

Employment Data (Miami-Dade MPO Year 2000 FSUTMS Model):

- Opportunities within .5-Mile Radius: 1,060
- Opportunities within 1-Mile Radius: 5,000

Environmental Considerations:

- Site formerly functioned as a golf course. An application is currently pending to redevelop the site as a residential community.

DRAFT - Village at Gulfstream Park DRI - D.O. Conditions

THE APPLICANT, ITS SUCCESSORS, AND/OR ASSIGNS, JOINTLY OR SEVERALLY, SHALL:

1. Ensure that stormwater runoff is retained within the project site in accordance with applicable regulations of the South Florida Water Management District, Broward County and the City of Hallandale Beach. Design, construct and maintain the stormwater management system for the project and any additions, expansions, or replacements to the stormwater management system to meet the following standards:
 - a. Comply with the regulations and requirements of the South Florida Water Management District (SFWMD), Broward County Environmental Protection Department (EPD), and applicable local government comprehensive plan drainage level of service requirements for surface water management in effect at that time.
 - b. Install pollutant retardant structures to treat all stormwater runoff at each of the new project outfall structures in accordance with the stormwater management system drainage permits and master drainage plan, and periodically remove pollutant accumulations as required by the stormwater permitting agencies.
 - c. Use silt screens and aprons during any phase of project construction that may increase turbidity in adjacent surface waters.
 - d. Mulch, spray, or grass exposed areas to prevent soil erosion, minimize air pollution and stormwater runoff.
2. Design, construct, and maintain the onsite irrigation system for the project, expansions, or replacements to the onsite irrigation system to minimize salt-water intrusion and excessive irrigation in accordance with SFWMD guidelines. When practicable, use water conserving techniques to reduce the demand on the region's potable water supply; including the installation of rain sensors on irrigation timers, and compliance with restrictions on irrigation timing as required by the City of Hallandale Beach.
3. Incorporate the use of water sensors, ultra-low volume water use plumbing fixtures, self-closing and/or metered water faucets, and other water conserving devices/methods to reduce the demand on the region's potable water supply. These devices and methods shall meet the criteria outlined in the water conservation plan of the public water supply permit issued to Broward County by the SFWMD.
4. Prior to requesting a issuance of the first certificate of occupancy, the for development of the project in accordance with the Development Program provided in Condition 6, complete or cause the completion of appropriate expansions and improvements necessary at the Egret Drive lift Station force main shall be complete to provide sewer service for the Village at Gulfstream Park at the treatment plant, lift stations and force mains which will be used to serve the project.
5. Comply with the tree preservation requirements and the landscaping standards of applicable requirements and standards of the City of Hallandale Beach. When practicable, the Applicant should follow xeriscape principles in landscape design and the selection of species for planting. Substitute landscaping species may only be used if written approval is provided by the City of Hallandale Beach in consultation with the Broward County and SFRPC staff. Such approval will be based on the following criteria for plant materials:

4. ~~8. Establishment and implementation a pedestrian crossing plan phase in all directions at 5th Street and US 1 to serve the transit Super Stop.~~
5. ~~9. Minimizeation of intersection width at US 1 and 5th Street by not providing exclusive northbound right turn lane on prohibiting exclusive right turns from Northbound US 1 into site at the site entrance.~~
6. ~~10. Adjustment to queue storage for northbound left turning vehicles at Hallandale Beach Boulevard and U.S. 1 by closing current channelized opening at S.E. 2nd Street and extending dual northbound left turn lanes, subject to approval from City of Hallandale Beach and permit approval from FDOT. N-bound to west bound to accommodate additional traffic at US 1 and 1st Street~~
7. ~~11. Create Provision of full-time access to the site to facilitate internal travel at entrances along Hallandale Beach Boulevard and 10th Avenue along U.S. 1.~~
8. ~~Maximize Provision of multiple full-time access points along site perimeter and provide Cconnectivity within the site to minimize the need for cards to make turning movements at Hallandale Beach Boulevard and US 1.~~
12. ~~Connect, or cause to be connected 14th Avenue at Hallandale Beach Boulevard through to 213th Street, east of the racetrack connect proposed park site and provide additional north access to Aventura residents from 213th Street.~~

Group C- TRANSIT AND OTHER IMPROVEMENTS

1. Applicant shall post surety to the benefit of the South Florida Regional Transit Authority in the amount of \$3.0 million in lieu of the equivalent payment of Transit-Oriented Concurrency (TOC) fees to Broward County. The benefit of this surety shall be directed towards the establishment of a Tri-Rail station to be located between the existing Hollywood station and Golden Glades station, pending approval from the appropriate review agencies. If no binding commitment for a rail station is achieved within 24 months from posting of the surety, this posted surety is transferred to Broward County as a concurrency fee, to be used on any or all of the following bus transit projects outlined in 1 (a) - (c) below, or any similar projects within the County's Southeast Transit-Oriented Concurrency District:
 - a) ~~14. Reduction in weekday headways on Route 1 from 15 minutes to 20 minutes~~
Implementation of new Limited Stop Service on U.S. 1
 - b) ~~15. Reduction in weekday headways on Route 28 from 30 minutes to 20 minutes~~
 - c) ~~16. Reduction in weekday headways on Route 5 from 60 minutes to 30 minutes~~
 - d) ~~17. Provide shuttle service between Tri-Rail station at Hollywood Boulevard to and from the site~~
 - e) ~~18. Improve midday headways on Route V from 60 minutes to 30 minutes~~
 - f) ~~19. Improve peak headways on Route V from 30 minutes to 15 minutes~~
 - g) ~~20. Improve weekday headways on Route 3 from 20 minutes to 15 minutes~~
 - h) ~~21. Improve daily headways on Route K north of Haulover from 40 minutes to 30 minutes~~
2. 22. Until such time as a new Tri-Rail station is constructed, or until the buildout date as defined in Condition 38 of this Development Order, Applicant shall Pprovide shuttle service between the closest existing Tri-Rail station at Golden Glades to and from the site with 15 minute peak period headways and a minimum of eight hours per weekday.
3. 24. Fund Participate in Ccharrette for Hallandale Beach and Hallandale Beach CRA to address redevelopment potential and connectivity between the Village at Gulfstream Park Site, the FEC corridor, and the City of Hallandale Beach CRA.
4. 23. Provide ramp improvements to Provide payment of \$300,000.00 to the Florida Department of Transportation, District 6, for the construction of ramp improvements at the interchange of I-95



City of Hallandale Beach

April 17, 2006

400 South Federal Highway
Hallandale Beach, FL 33009-6422
Phone: (954) 458-3251
Fax: (954) 457-1342

Mr. Joseph Giulietti, Executive Director
South Florida Regional Transportation Authority / Tri-Rail
800 N.W. 33rd Street, Suite 100
Pompano Beach, Florida 33064

RE: Proposed Hallandale Beach Tri-Rail Station

Dear Mr. Giulietti:

I would like to thank you for the opportunity to address the SFRTA Property Committee on March 24, 2006, and I am looking forward to appearing before the Committee again at its meeting on April 28, 2006.

As we have indicated, a significant amount of redevelopment activity is occurring within the City of Hallandale Beach and its neighboring communities, including the redevelopment of the Gulfstream Park racetrack and the proposed Village at Gulfstream Park Local Activity Center. There are several other significant regional attractions in close proximity to the Gulfstream parcel, including the Mardi Gras Greyhound Track, Diplomat Mall within the City of Hallandale Beach, the Diplomat Hotel & Convention Center / Golf Course, and the nearby Aventura Mall in the neighboring city of Aventura. Both of the pari-mutuel facilities within the City will be implementing casinos along with significant ancillary development. Additionally, the Diplomat Mall and the Aventura Mall in the adjacent municipality of Aventura serve as major regional attractions in this area. Given the constraints to expanding the existing roadway network, the City recognizes that the ultimate solution to the region's long-range transportation needs is the establishment of a transit station serving Hallandale Beach and surrounding communities in southern Broward and northern Miami-Dade Counties in addition to investigating the opportunity of future passenger rail service along the FEC-corridor.

At the March 24th Property Committee meeting, I pledged, on behalf of the City, to coordinate with your staff and consultants for the Village at Gulfstream Park to explore the feasibility of locating a new transit station that would directly serve the City of Hallandale Beach and neighboring communities. To that end, a follow-up meeting was held last Friday to further discuss the potential of a new station and also to coordinate information necessary to provide to the Property Committee for review at its upcoming meeting. Clearly, there is need for further investigation, study and analysis, and given the separation between the existing Hollywood Station and Golden Glades station, it is evident that this proposed station could become a reality through a coordinated effort between SFRTA and City.

Mr. Joseph Giulietti, Executive Director, South Florida Regional Transportation Authority / Tri-Rail
April 17, 2006
Page 2

Pursuant to your staff's request, we have prepared the following summary to demonstrate the area's need for, and commitment to, enhanced transit services, including a new transit station.

- 1.) In December 2005, the City Commission selected HDR Engineering, Inc. to conduct a Comprehensive City-Wide Traffic and Transportation study, which the City anticipates will be completed by December 30, 2006. The analysis will include an overall Transportation Master Plan recommending both short term (2015) and long range (2030) transportation improvements. In the analysis, the Consultant will evaluate and propose potential local transit improvements, such as enhancements to the local Community Bus service, including new and/or redesigned routes, extended hours and service frequency improvements. We anticipate that our Consultant will also collaborate with Broward County Transit, Miami-Dade County Transit and SFRTA to identify improvements including upgrades to existing transit stops and stations, locations of new transit stops and stations, new routes and route extensions, route deviations to better service local destinations, service frequency improvements, and extended service hours. Through joint agreements with these agencies, the City can assist with the development and implementation of these improvements. A significant outcome of this study is expected to be the creation of a traffic impact fee model based upon project needs and the costs of accommodating traffic from new developments, which will be used to fund the implementation of both roadway and transit system improvements identified by the study. Such funds can be earmarked for capital costs identified by the various transit agencies.
- 2.) Broward County Transit already has several transit improvements programmed in the five-year Transit Development Program (TDP) for this area, including the establishment of new Limited-stop service on U.S. 1, reductions in peak hour headways from 30 minutes to 20 minutes of Route 28, and upgrading existing bus stops to include bus shelters. These improvements will be partially funded by Transit Oriented Concurrency fees paid by new projects within Broward County.
- 3.) Currently, the City has more than 30 development projects that are proposed, approved, or are pending review and approval. A complete list of those proposed projects is attached to this letter. These projects represent a substantial increase in density and intensity in comparison to the current level of development within the City, and this trend in redevelopment proposals is expected to continue well into the future. The City is also looking to establish a Transit-Oriented Corridor (TOC) designation along the US 1 corridor to cluster development with substantial density and intensity along this corridor.
- 4.) As an example of how proposed developments within the City will provide revenues to enhance local mass transit service, the Applicant for the Village at Gulfstream Park has committed through a proposed DRI Development Order condition to provide a \$3 million surety to the SFRTA for the establishment of a new transit station. It is intended that this will be matched with an additional \$3 million in TRIPS funding from the State of Florida. Additionally, this Applicant is committing to fund other transit initiatives, including the establishment of a transit superstop along U.S. 1 adjacent to the site, and the provision of shuttle service to the existing Hollywood Tri-Rail station.
- 5.) During the City Commission meeting on April 18, 2006, the City Commission passed a resolution supporting the consideration to support a proposed transit station on the Hallandale Beach Boulevard corridor.

Mr. Joseph Giuliatti, Executive Director, South Florida Regional Transportation Authority / Tri-Rail
April 17, 2006
Page 3

We trust that this information demonstrates the City's willingness to support the establishment of a new transit station as well as a willingness to support and enhance various modes of transit service within the region. Once a feasibility study is performed, the City would consider a regional proportionate sharing cost towards the capital cost of a proposed transit station located on the Hallandale Beach Boulevard corridor either on the CSX or FEC transit corridor. I look forward to working with you as we move forward and I also look forward to attending the Property Committee meeting on April 28th. Should you wish to discuss this information further, please feel free to give me a call.

Sincerely,

THE CITY OF HALLANDALE BEACH

D. Mike Good
City Manager

Attachments:

Two-Year Potential Future Development Project List
Potential Future 10-Year Development Project List

Potential Future 10 Year Development Project List

This spreadsheet represents potential sites for development which may be considered within the next few years. The development is based on 2005 zoning codes, considering realistic development, not maximum development allowed by code. The construction values and permit fees are based on 2005 rates.						
Item #	Property Name	Property Address	Anticipated Potential Development	Estimated Construction Value	Estimated Permit Fees	Possible Development Agreement Y/N*
1	Philpart Block	501 NW 1 Ave.	A 60 unit townhouse and or mixed use	\$5 mil	\$36,000	Yes
2	Vacant Lot	502 NW 1 Ave.	A 17 unit townhouse mixed use.	\$1 mil	\$25,925	No
3	Gulfstream Village Phase III	901 S. Federal Hwy.		\$925 mil	\$7,483,000	Yes
4	Hollywood Dog Track	831 N. Federal Hwy.	Mixed use/500 residential units/100,000 office/retail 300,000 sf/500 room hotel	\$250 mil	\$2,138,000	Yes
5	Manero's	2600 E. HBB	20-30 story residential mixed use	\$6 mil	\$90,020	Yes
6	Nursing Home	2400 E. HBB	Additional 10 mixed use 30 story 100 units	\$16 mil	\$128,600	Yes
7	2500 Building	2500 E. HBB	Additional mixed use with 150 units.	\$19 mil	\$192,900	Yes
8	Ken Israel	2100 E. HBB	New development – mixed use 80 Hotel room 100 residential units.	\$25 mil	\$175,800	Yes
9	Wachovia	2101 E. HBB	28+ story new development mixed use with 150 hotel rooms, 118 residential units, 300,000 sf commercial	\$120 mil	\$1,165,450	Yes
10	Ken Israel	1250 Building	Additional office space ± 70,000 sf.	\$10 mil	\$210,000	No
11	Parkview Motel	806 S. Federal Highway	18 Story office building	\$30 mil	\$250,000	Yes

* The potential development projects marked with a yes will require development agreements using the 2005 Zoning Code and therefore other revenues may be anticipated.

Item #	Property Name	Property Address	Anticipated Potential Development	Estimated Construction Value	Estimated Permit Fees	Possible Development Agreement Y/N*
12	Nana's Daycare	1010 S. Federal Highway	15-20 Story office building	\$28 mil	\$225,000	Yes
13	Vacant Lot	704 W. HBB	10,000 Square foot retail	\$1.5 mil	\$30,000	No
14	Vacant Lot	625-645 W. HBB	30,000 Square foot retail/office	\$4.5 mil	\$90,000	No
15	Vacant Lot	400 W. HBB	40,000 Square foot retail/office	\$6 mil	\$120,000	No
16	Old City Hall	308 S. Dixie Highway	70,000 Office park complex	\$10 mil	\$210,000	No
17	Curci Village II	2 Ave./SE 3 St.	17 Luxury townhouses	\$2.5 mil	\$25,925	Yes
18	Vacant Lot	800 block of Foster Road	12 Townhouses	\$2 mil	\$18,300	No
19	R. Shan/ Halandale Village	212 SE 2 Street	14 Townhouses	\$2.4 mil	\$21,350	No
20	Vacant lot	812 S. Federal Highway	Potential office building	\$10 mil	\$210,000	Yes
21	Vacant lot	918 S. Federal Highway	Potential office building	\$15 mil	\$300,000	Yes
22	Ocean Reef/ Walmart	800 residential units	Office 200,000 sf/retail redevelopment/800 residential units	\$166 mil	\$1,628,800	Yes
23	Palmetto/Paddock Trailer Park	301 N. Federal Hwy.	± 300 residential condos and townhouses plus 20,000 square foot commercial on Federal	\$65 mil	\$445,800	Yes
24	Vacant Lot	310 Ansin Blvd.	70,000 square foot manufacturing building	\$10 mil	\$210,000	No

* The potential development projects marked with a yes will require development agreements using the 2005 Zoning Code and therefore other revenues may be anticipated.

Item #	Property Name	Property Address	Anticipated Potential Development	Estimated Construction Value	Estimated Permit Fees	Possible Development Agreement Y/N*
25	Royal Palm Trailer Park	714 S. Federal Hwy.	Mixed use 200,000 sf commercial with possible 250 residential units	\$17 mil	\$321,500	Yes
26	Motel Fredola	900 S. Federal Hwy.	20 Story office building mixed use/ 200,000 sf	\$30 mil	\$600,000	Yes
27	Friendly Inn (R. Shan)	to SE 1 Avenue Block	30 Townhouse units	\$5 mil	\$45,750	Yes
28	Desjardin Bank	1001 E. HBB	Potential additional office 40,000 sf	\$6 mil	\$120,000	No
29	Smith Barney	980 E. HBB	Potential 20 story office/100,000 sf	\$15 mil	\$300,000	No
30	Barnett's Hardware	100 E. HBB	Potential office/retail/40,000 sf	\$6 mil	\$120,000	No
TOTAL				\$1,808,900,000	\$16,938,120	

* The potential development projects marked with a yes will require development agreements using the 2005 Zoning Code and therefore other revenues may be anticipated.

Potential Development Sites

Item #	Property Name	Property Address	Anticipated Potential Development	Estimated Construction Value	Estimated Permit Fees	Possible Development Agreement Y/N*
1	Atrium Shopping Center	1025 E. HBB	Potential redevelopment			
2	Balogh Property	1101 E. HBB	Potential redevelopment			
3	Big Iv's	821 N. Federal Highway	Potential redevelopment			
4	S. Reimer	Redevelopment from Fashion Row mixed use E. Hallandale Bch Blvd and NE 3 Street	Specific unknown/potential office/mixed use			
5	Seville Park	437 N. Federal Highway	8.8 Acres Unknown			
6	Eastwood Mobile Home		Unknown			
7	Wachovia Bank	1000 E. HBB	Possible mixed use			
8	Marbay Motel	26 Diplomat Pkwy.	Potential redevelopment			

* The potential development projects marked with a yes will require development agreements using the 2005 Zoning Code and therefore other revenues may be anticipated.

Two Year Potential Future Development Project List

This spreadsheet represents potential sites for development which may be considered within the next few years. The development is based on 2006 zoning codes, considering realistic development, not maximum development allowed by code. The construction values and permit fees are based on 2006 rates.						
Item #	Property Name	Property Address	Anticipated Potential Development	Estimated Construction Value	Estimated Permit Fees	Possible Development Agreement Y/N*
1	Philpart Block	501 NW 1 Ave.	A 60 unit townhouse and or mixed use	\$5 mil	\$36,000	Yes
2	Dixie Foster	502 NW 1 Ave.	A 17 unit townhouse mixed use.	\$1 mil	\$25,925	No
3	Gulfstream Village Phase I & II	901 S. Federal Hwy.	1500 Residential Units sq. ft. Commercial	905,000	\$7,483,000	Yes
4	Manero's	2600 E. HBB	30 story Residential Hotel			Yes
5	Nursing Home	2400 E. HBB	Additional 10 mixed use 30 story 100 units	\$16 mil	\$128,600	Yes
6	2500 Building	2500 E. HBB	Additional mixed use with 170 Residential	\$19 mil	\$192,900	Yes
7	Ken Israel	2100 E. HBB	New development - mixed use 80 Hotel room 100 residential units.	\$25 mil	\$175,800	Yes
8	European Club	2101 E. HBB	28+ story new development mixed use with 150 hotel rooms, 118 residential units, 300,000 sf commercial	\$120 mil	\$1,165,450	Yes
9	Ken Israel	1250 Building	Additional office space ± 70,000 sf.	\$10 mil	\$210,000	No
10	Parkview Motel	806 S. Federal Highway	18 Story office building	\$30 mil	\$250,000	Yes

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13	Old City Hall	308 S. Dixie Highway	70,000 Office park complex	\$10 mil	\$210,000	No
14	Curci Village II	2 Ave./SE 3 St.	17 Luxury townhouses	\$2.5 mil	\$25,925	Yes
15	Vacant Lot	600 block of Foster Road	12 Townhouses	\$2 mil	\$18,300	No
16	R. Shan/ Halandale Village	212 SE 2 Street	14 Townhouses	\$2.4 mil	\$21,350	No
17	Ocean Reef/ Walmart	800 residential units	Office 200,000 sf/retail redevelopment/800 residential units	\$166 mil	\$1,628,800	Yes
18	Palmetto/Paddock Trailer Park	301 N. Federal Hwy.	+ 300 residential condos and townhouses plus 20,000 square foot commercial on Federal	\$65 mil	\$445,800	Yes
19	Vacant Lot	310 Ansin Blvd.	70,000 square foot manufacturing building	\$10 mil	\$210,000	No
20	Halandale Crossings	SE 1 Avenue Block	30 Townhouse units	\$7 mil	\$80,575	Yes
21	Taco Bell	801 West HBB	3,000 square foot restaurant	\$700,000.00	\$10,725	Yes
22	Old Mini Mac	1011 West HBB	30,000 square foot office building	\$3 mil	\$40,325	Yes
23	Wachovia	1000 EHBB	250 Residential Units 20-30 story	\$70 mil	\$570,475	Yes
24	Gulfstream Promenade	600 EHBB	200,000 Commercial Mixed Use: 300 Residential Commercial	\$80 mil	\$646,175	Yes
25	Flannagans	10 S Federal Highway	100,000 square foot office building	\$12 mil	126025	Yes

* The potential development projects marked with a yes will require development agreements using the 2005 Zoning Code and therefore other revenues may be anticipated.

1 RESOLUTION 2006-10

2
3 A RESOLUTION OF THE CITY OF HALLANDALE BEACH,
4 FLORIDA, SUPPORTING A REGIONAL LONG-RANGE
5 TRANSPORTATION SOLUTION, GIVEN THE
6 CONSTRAINTS TO EXPANDING THE EXISTING
7 ROADWAY NETWORK, ALONG THE FEC AND CSX
8 CORRIDOR BY ESTABLISHING A TRANSIT STATION
9 SERVING HALLANDALE BEACH AND SURROUNDING
10 COMMUNITIES IN SOUTHERN BROWARD AND
11 NORTHERN MIAMI-DADE COUNTIES IN ADDITION TO
12 CONSIDERATION OF OPPORTUNITIES OF FUTURE
13 PASSENGER RAIL SERVICE
14

15
16 Whereas, given the constraints to the existing roadway networks, the City
17 recognizes that the ultimate solution to the long-range transportation needs of Hallandale
18 Beach and surrounding communities in southern Broward and northern Miami-Dade
19 Counties is the establishment of a transit station, and the opportunity of future passenger
20 rail service, along the FEC and CSX corridors; and

21 Whereas, given the distance separation between the existing Hollywood Station
22 and Golden Glades Station, it is evident that a station in the Hallandale Beach and
23 surrounding communities could become a reality through a coordinated effort between
24 SFRTA and the City;

25 Whereas, a new transit station is indispensable for the continued enhancement of
26 the quality of life in the region; and

27 Whereas, through collaboration with Broward County Transit, Miami-Dade
28 County Transit and SFRTA, the City can assist with the development and implementation
29 of improvements to include upgrades to existing transit stops and stations, locations of
30 new transit stops and stations, new routes and route extensions, route deviations to better

31 service local destinations, and through service frequency improvements, and extended
32 service hours mitigate vehicular congestion; and

33 Whereas, Broward County Transit already has several transit improvements
34 programmed in the five-year Transit Development Program (TDP) for this region,
35 including the establishment of new Limited-stop service on U.S. 1, reductions in peak
36 hour headways from 30 minutes to 20 minutes of Route 28, and upgrading existing
37 bus stops to include bus shelters, and these improvements will be partially funded by
38 Transit Oriented Concurrency fees paid by new projects within Broward County; and

39 Whereas, currently, the City has more than 30 development projects that are
40 currently proposed, approved, or are pending review and approval and these projects
41 represent a substantial increase in density and intensity in comparison to the current
42 level of development within the City, and this trend in redevelopment proposals is
43 expected to continue well into the future in the region; and

44 Whereas, as an example of how proposed developments within the City will
45 provide revenues to enhance local mass transit service, the Applicant for the Village
46 at Gulfstream Park is funding other transit initiatives, including the establishment of a
47 transit superstop along U.S. 1 adjacent to the site, and the provision of shuttle service
48 to the existing Hollywood Tri-Rail station; and

49 Whereas, additionally, the Applicant for the Village at Gulfstream Park has
50 committed through a proposed DRI Development Order condition to provide a \$3
51 million surety to the SFRTA for the establishment of a new transit station. It is
52 intended that this will be matched with an additional \$3 million in TRIPS funding
53 from the State of Florida.


54 NOW, THEREFORE, BE IT RESOLVED BY THE CITY COMMISSION OF
 55 THE CITY OF HALLANDALE BEACH, FLORIDA:

56 Section 1. The City of Hallandale Beach recognizes the burden to the existing
 57 Broward County transit corridors, and those of surrounding communities, and of the ever
 58 expanding development in the region.

59 Section 2. The City supports the establishment of a new Transit station to
 60 support the enhancement of existing modes of transit service within the region, and
 61 would consider regional proportionate sharing of costs towards the capital costs of a
 62 proposed transit station located on the Hallandale Beach Boulevard corridor either on the
 63 CSX or FEC transit corridor.

64 Section 3. The City Clerk is hereby directed to transmit a copy of this Resolution to
 65 the each member of the South Florida Regional Transportation Authority, Broward
 66 County School Board the Broward County Legislative Delegation, the Broward County
 67 Commission, the Mayor of each municipality in Broward County, the Florida League of
 68 Cities and the Broward League of Cities, and the Miami-Dade County Legislative
 69 Delegation, the Miami-Dade County Commission, the Mayor of each municipality in
 70 Miami-Dade County, the and the Miami-Dade League of Cities.

71 Passed and adopted on April 18, 2006.

72
 73
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 77

 Mayor-Commissioner
 ACTING Mayor

78 Attest:

79
 80
 81
 82

 City Clerk

	VOTE	
	AYE	NAY
Mayor Cooper	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Vice-Mayor Julian	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comm. Gibbons	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comm. Ross	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Comm. Schiller	<input checked="" type="checkbox"/>	<input type="checkbox"/>

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: MAY 25, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT POMPANO PARK

SUMMARY EXPLANATION AND BACKGROUND:

1. Proposed Pompano Park Station

During the January 5, 2006 meeting of the Property Committee, TOD Advisors, LLC (TOD) asked the South Florida Regional Transportation Authority (SFRTA) to evaluate the feasibility of constructing a new station along the existing Tri-Rail Corridor in the vicinity of the Pompano Park Race Track in Pompano Beach, Broward County.

SFRTA staff met with Mr. Mark Guzzetta of TOD on February 8, 2006 to learn more about its proposal to assist staff in their preliminary evaluation. Mr. Guzzetta gave a verbal conceptual overview of their proposal and staff asked questions. At this meeting it was noted that potential unfavorable Legislative action might affect the feasibility of TOD's plans and it was agreed this item would not be immediately brought back to the Property Committee.

In late March staff contacted TOD to check whether or not they were ready to have the item brought back to the Property Committee and on April 3, 2006, TOD transmitted a request for a meeting to discuss an agreement. This meeting was not scheduled due to legal issues related to a potential conflict of interest addressed in SFRTA's April 12, 2006, letter to TOD.

On April 19, 2006 staff contacted Mr. Masanoff of TOD to advise them that issues related to potential new stations was scheduled for the April 2006 Property Committee meeting and to provide them with a brief overview of the item.

(Continued on Page 2)

EXHIBITS ATTACHED: [Exhibit 1: April 3, 2006 TOD letter to SFRTA](#)
 [Exhibit 2: April 16, 2006 SFRTA letter to TOD](#)

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT POMPANO PARK

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

2. General Issues for All Potential New Tri-Rail Stations

The planning staff's research indicates typical commuter rail station spacing nationally is approximately 4.5 miles. Tri-Rail station spacing currently averages 3.9 miles. Closer spacing is generally not desirable because of operational considerations and schedule impacts related to the performance characteristics of commuter rail (i.e., acceleration/deceleration of trains leaving and entering stations). However, there may be cases where other positive considerations outweigh the operational impacts of closer station spacing.

The costs of a new station are significant and are made up of three components: one-time station capital costs, one-time train set purchases and annual operating and maintenance costs. Staff estimates new station capital costs of between \$13.5 and \$25 million dollars, with most of the uncertainty related to right-of-way costs. Given Tri-Rail's current schedule commitments, two new train sets will be required before a new station could be placed into service. These new train sets could allow two new stations, and possibly a third, to be placed in service before additional train sets are required. Two train sets would cost between \$16 million for existing engine and car types and \$25 million for equivalent Diesel Multiple Unit (DMU) sets. Operating and maintenance costs would run between \$1.5 and \$2 million per year, or more, depending upon the level of shuttle service desired. In summary, the estimated one-time cost of one additional station is between \$29.5 to \$50 million plus estimated annual costs of between \$1.5 to \$2 million.

Capital costs need to be further reviewed with respect to how many years they are amortized over and if they should be applied to each new project coming forward.

No funds are currently programmed for any new Tri-Rail stations.

Federal guidelines requiring "level boarding" platforms may impact all future Tri-Rail stations and significantly increase costs. While level boarding is already a requirement, the new regulations would make it more difficult to meet the requirement, i.e. mini-highs could no longer be used as an alternative to level boarding. The interpretation of the Federal Department of Transportation's level boarding requirements is undergoing evaluation and established methods of compliance with these requirements may no longer be sufficient. Federal transportation organizations are working to reach consensus on the interpretation of the level boarding requirements. SFRTA legal council suggests using the level boarding standards set for the Segment 5 construction project and monitoring changes in Federal policy.

(Continued on Page 3)

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT POMPANO PARK

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

Cities and counties are implementing transit concurrency requirements and new growth management rules are likely to provide additional impetus for the development community to look to transit to mitigate their transportation impacts. A Development of Regional Impact (DRI) being prepared in the City of Hallandale contemplates directing \$3 million of developer transit concurrency impact funds to SFRTA and requiring the developer to provide shuttle service to the nearest Tri-Rail station. SFRTA should look for opportunities to partner and share the costs of constructing new stations.

Given the high capital costs of a new Tri-Rail station, the implementation of new shuttle service between the development and an existing Tri-Rail station can be a much more cost effective solution. Another benefit of new shuttle service is that it can be implemented very quickly.

3. Pompano Park Specific Issues

TOD has proposed a new station 1.6 miles north of the existing Cypress Creek Tri-Rail station and 3.1 miles south of the Pompano station. Spacing is closer than normally desirable.

TOD is proposing to operate an internal shuttle service to support their on-site circulation needs from and to the proposed station, at no cost to SFRTA.

Approximately 1,614 p.m. peak hour vehicle trips are available under the existing DRI at Pompano Park. Current development proposals may exceed available trips and require that the developer explore traffic mitigation measures. Opportunities may exist to partner with TOD and use Tri-Rail for transportation mitigation.

Existing land use and zoning within a half-mile radius of this station would need to be intensified to support the station and reach population and employment levels recommended by the Federal Transit Administration (FTA).

The station location proposed by TOD, immediately south of Race Track Road and west of the South Florida Rail Corridor (SFRC) would require additional right-of-way for station and parking area development. TOD indicated they would be receptive to a deed restriction and/or perpetual easement to accommodate station needs but not to a transfer of land to SFRTA. There are some issues related to the proposed location, including the need to rebuild the rail crossing at Race Track Road and the lack of access to and from the eastern (northbound) platform as it backs up to existing industrial buildings constructed quite literally up to the SFRC right-of-way.

(Continued on Page 4)

UNSOLICITED PROPOSAL FOR
NEW TRI-RAIL STATION AT POMPANO PARK

SUMMARY EXPLANATION AND BACKGROUND: (Continued)

The draft site plan provided by TOD would benefit from more intense development adjacent to the station, increased pedestrian connections, and the identification of a “footprint” for the new Tri-Rail station and associated station area parking. These changes would be consistent with recommended FTA development guidelines.

4. Staff Recommendation Regarding Proposed Pompano Park Station

1. Staff recommends no further action be taken on the TOD proposal until a written proposal is received from TOD that includes sufficient details and factual information to allow SFRTA to fully analyze and review such proposal. This proposal should also include any proposed financial support.
2. As a former SFRTA Board Member (still within 2 years of having left SFRTA) is apparently involved with the proposed Pompano Park Station, the “Prohibited Interests” provision of the Joint Participation Agreement’s between the Florida Department of Transportation (FDOT) and SFRTA would prevent the agency from entering into any contract regarding this proposal. However, FDOT has indicated that it would like SFRTA to review any proposals regarding this proposed station and provide FDOT with SFRTA’s written recommendations. FDOT will then decide whether a contract between FDOT and TOD is feasible.
3. Staff also suggests approaching the City of Pompano Beach and Broward County once a proposal is received to discuss opportunities to intensify the zoning and land use within the proposed station area.

TOD DEVELOPERS, LLC

April 3, 2006

Mr. Joseph Giuliatti
Executive Director
South Florida Regional Transportation Authority
800 NW 33rd Street
Suite 100
Pompano Beach, Florida 33064

Please Respond to:
350 Camino Gardens Boulevard
Suite 102
Boca Raton, Florida 33432

Re: South Florida Regional Transportation Authority ("SFRTA") Proposed
Pompano Park Tri-Rail Station

Dear Mr. Giuliatti:

We are writing this letter in reference to the SFRTA Property Committee's request that the staff of the SFRTA determine what actions are necessary in order to pursue the development of a Tri-Rail Station at a site adjacent to the Pompano Raceway, in Pompano Beach, Florida.

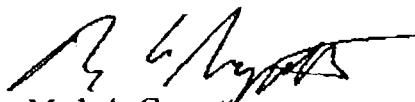
In that regard, we would like to schedule a meeting with you and your staff to discuss and determine the location, economic feasibility, timetable for completion and responsibility of the parties as soon as possible. In addition, as the proposed Tri-Rail Station is within the State's ROW we are requesting that SFRTA staff coordinate with the FDOT or any other applicable agency any prerequisites that may be necessary for us to consider. However, the determination of these prerequisites, if any, should not delay our scheduling of our requested meeting.

We are encouraged with the Property Committee's support for this project and would propose that we schedule this meeting within the next few days so that the terms of a proposed agreement may be presented to the Property Committee at its next meeting.

Thank you for your attention to this matter.

Very truly yours,

TOD DEVELOPERS, LLC



Mark A. Guzzetta
Director

301 Yamato Road - Suite 3160 - Boca Raton, Florida 33431
Telephone: 561-994-2500 - Fax: 561-994-2575
350 Camino Gardens Boulevard - Suite 102 - Boca Raton - Florida 33432
Telephone: 561-347-6565 - Fax: 561-347-6564



**SOUTH FLORIDA
REGIONAL
TRANSPORTATION
AUTHORITY**

800 NW 33rd Street, Suite 100 | Pompano Beach, Florida 33064 | P 954-942-7245 | F 954-788-7878 | www.sfrta.fl.gov

April 12, 2006

TOD Advisors, LLC
Mr. Michael Masanoff
350 Camino Gardens Blvd., Suite 102
Boca Raton, FL 33432

Via Facsimile: 561-347-6564 and U.S. Mail

Re: Disclosure Requirements

Dear Mr. Masanoff:

Prior to any meetings regarding a potential or proposed transit-oriented development and/or real estate transaction between a private entity and the South Florida Regional Transportation Authority ("SFRTA") or its Property Committee, SFRTA must ascertain whether a potential conflict of interest exists. Please state in writing whether there are any former SFRTA board members or employees who have left their position in the last two years who would have a direct or indirect interest in any contract(s) proposed to be entered into with the SFRTA. If so, list the names of those individuals. Please respond by Wednesday, April 19, 2006.

Thank you for your prompt reply. Letters may be faxed to my attention to (954) 788-7963 with hard copy to follow to the address indicated above.

Respectfully,

Christopher C. Bross, CPPO, FCPM
Director of Procurement

cc: Joseph Giulietti, Executive Director, SFRTA
Jeffrey Olson, Staff Counsel, SFRTA
Teresa Moore, Legal Counsel, SFRTA

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: MAY 25, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

UPDATE ON MANGONIA PARK STATION
LEASE AND EASEMENT AGREEMENT

SUMMARY EXPLANATION AND BACKGROUND:

At the February 17, 2006 Property Committee Meeting, staff provided an update to the Property Committee of our efforts to renew/extend the Lease and Easement Agreement with Don King Arena, Inc. (DK). The Committee directed staff to once again contact DK regarding their willingness to either renew the existing Lease and Easement Agreement with its original terms or grant a new Lease and Easement Agreement to the SFRTA for Tri-Rail's Mangonia Park Station.

On March 28, 2006, staff met with DK's legal counsel, Mr. Charles Lomax regarding their plans for the Mangonia Park site. On April 3, 2006, staff received a letter from Mr. Charles Lomax directing us to contact Mr. Mark Guzzetta with TOD Advisors for future inquiries regarding the Mangonia Park site.

As part of SFRTA's on-going involvement in the West Palm Beach Transit-Oriented Development (TOD) project, staff was made aware on April 18, 2006 at the Palm Beach County Commission (County) Workshop meeting that TOD Advisors had submitted a proposal to the County and the State Department of Health (State/DOH). The proposal requested the relocation of both the County and the State/DOH proposed facilities to the Mangonia Park Site in exchange for the County and all State/DOH properties in the West Palm Beach TOD district. At present, both the County and the State/DOH are still evaluating the proposal from TOD Advisors.

The Proposal would also accommodate other offices, retail and residential development on the Mangonia Park site along with a Palm Tran facility and accommodation of parking for Tri-Rail patrons. No further information/details are known at this time.

EXHIBITS ATTACHED: [Exhibit 1 – March 31, 2006 Letter from Charles Lomax](#)



DON KING PRODUCTIONS, INC.

APR 03 2006

Charles E. Lomax, Inc.
General Counsel

March 31, 2006

VIA FACSIMILE (954) 935-6897 and (954-788-7961
AND U.S. MAIL

Ms. Loraine Cargill and Mr. Jeffrey D. Olson
South Florida Regional Transportation Authority
800 N. W. 33rd Street
Suite 100
Pompano Beach, Florida 33064

Re: DK Arena, Inc.
Jai Alai Fronton; Mangonia Park, Florida

Dear Ms. Cargill and Mr. Olsen:

This will refer to our recent conversation of March 28, 2006, regarding your interest in the above-referenced property. I would greatly appreciate it if you, until further notice, would direct your inquiries regarding the property to Mr. Mark Guzzetta. Mr. Guzzetta can be reached at (561) 994-2500. Please copy me on any correspondence.

Very truly yours,

Charles E. Lomax
General Counsel

CEL/lmg

cc: Don King

SOUTH FLORIDA REGIONAL TRANSPORTATION AUTHORITY
PROPERTY COMMITTEE
MEETING: MAY 25, 2006

INFORMATION ITEM REPORT

☒ Information Item ☐ Presentation

TRANSIT ORIENTED DEVELOPMENT OVERVIEW

SUMMARY EXPLANATION AND BACKGROUND:

At the March 24, 2006 Property Committee meeting, SFRTA Chair Commissioner Koons requested the Committee look further into Transit Oriented Development (TOD).

Accordingly, staff is presenting the attached overview of TOD, which defines TOD, discusses the benefits of TOD, and looks at ways to encourage TOD.

Staff feels that increased TOD activity would better serve Tri-Rail riders and the South Florida community, as well as increase chances for funding new rail initiatives and improve FTA land use ratings.

EXHIBITS ATTACHED: [Exhibit 1: TOD Presentation](#)



What is TOD?

Transit-Oriented Development

- Mixed-use development within a quarter- to a half-mile of a transit station
- Pedestrian friendly & walkable
- Significant amount of housing, especially workforce housing
- Shared &/or structured parking
- 18 hours of activity (mix of residential, retail, office uses)

TOD Objective

- Increase ridership ... get people living &/or working as close as possible to transit stop
- Provide convenient services (e.g., cleaners, shoe repair, child care, video rental, groceries)
- Add civic, cultural, & entertainment uses
- Create multi-modal integration with other forms of transit
- Make it pedestrian-friendly & fun to use



TOD vs. TAD



- Transit Oriented Development

vs.

- Transit Adjacent Development

- Auto-oriented uses
- Large surface parking lots
- Suburban office campuses
- Big-box format retail
- Pedestrian unfriendly

Physical & Design Elements Of Well-Planned TODs

- Demographic Suitability
 - Population, households & employment within ½-mile radius around station
- Size, Scale & Density
- Center(s) and Edge
- Network of Walkable Streets
 - Primary focus on pedestrians
 - Crossings, ADA, street layout, street furniture, shelters

Physical & Design Elements Of Well-Planned TODs

- Good Mixture of Buildings and Uses
 - 18 hours of daily activity
 - Natural surveillance via “eyes on the street”
- Proper Building Placement and Heights
 - FTA - “Human scale” facades with short building setbacks
 - FTA - Entrances oriented towards streets, sidewalks & other public areas
 - FTA - Continuous “pedestrian itinerary” with buildings & development, such that there are no large tracts of vacant land or open, surface parking lots

Physical & Design Elements Of Well-Planned TODs

- Proper Parking Placement and Treatment
 - Shielded from pedestrians; lined structures preferred
 - FTA – parking supply in Corridor & Station Area
 - FTA – parking ratios & amount of land for parking
- Additional Considerations (beyond FTA criteria):
 - Tie-in with local transit (bus, trolley, other)
 - Public open space (parks, plazas)
 - Special Sites for Civic & Cultural Purposes

Not Transit Friendly



- Roadway Network: Disconnected
- Parking: Inefficient; Many Surface Lots
- Stormwater: Inefficient; site-by-site
- Pedestrians: An Afterthought
- Uses: Separated Parcel by Parcel
- Connectivity between Sites: Missing
- Parcels: Don't Logically Connect

Transit Friendly



- Roadway Network: Interconnected Grid
- Parking: Structured; Away from Pedestrians
- Stormwater: Efficient; Integrated
- Pedestrians: Have Clear, Defined Pathways
- Uses: Mixed Vertically and Horizontally
- Connectivity between Sites: Per Masterplan
- Parcels: Interconnected by Grid, Use & Design

Why is TOD Important for the SFRTA?

Money & FTA Ratings

- **Increases potential (FTA rating points) for funding system expansion**
- **Increases FTA land use rating**
 - Since 1997, the FTA has reviewed land use when evaluating new funding applications.
 - Regions compete with each other for funding.

TOD Projected Housing Demand

Table 4:
Top Ten Metro Areas By Potential Demand for TOD Housing

Metropolitan Area	Total Regional Households			Transit Zone Households		
	2000	2025	% Change (2000-2025)	2000	2025 (Potential Demand)	% Change (2000-2025)
New York	7,579,408	8,735,318	15%	2,951,779	4,934,450	67%
Los Angeles	5,347,107	7,185,742	34%	332,919	1,751,841	426%
Chicago	3,361,804	3,968,737	18%	816,351	1,447,012	77%
San Francisco Bay Area	2,470,199	3,601,521	46%	429,145	985,441	130%
Boston	2,378,587	3,135,789	32%	417,393	839,500	101%
Philadelphia	2,424,635	2,789,000	15%	496,141	820,908	65%
Washington, D.C.	2,073,074	2,642,535	28%	252,227	650,417	158%
Portland, OR	996,928	1,101,720	11%	87,465	269,074	208%
Dallas	1,906,764	2,965,771	56%	57,017	264,532	364%
Miami	1,905,394	2,786,714	46%	63,917	262,552	311%

Note: Current Households in Transit Zones includes households in half-mile radius around both existing and planned future stations.

Population growth & demographics will increase transit demand and housing demand, especially along transit lines.

SOURCE: *Hidden in Plain Sight* (Reconnecting America's Center for TOD, Sept 2004)

TOD => Higher Property Values

- **Dallas:**
 - 53% TOD office property premium 1997-2001
 - 39% increase in TOD residential rents
- **San Jose:**
 - TOD premium 23% on commercial rents
- **Chicago:**
 - \$36K premium to live within 500 ft. of station
- **Pleasant Hill BART:**
 - SFR within 1 mile of station pay 10% "Proximity Value Premium"
- **Denver:**
 - \$10,000/unit premium on sale of Englewood apartment complex

Overall, TOD's are becoming the fastest-appreciating properties in metro regions across the US, averaging 15-30% premiums over comparable non-transit sites

If We're Unsuccessful



... The Future Looks Pretty Scary

Every TOD is unique,
varies by context,
and reflects its market...

TOD Typology



Urban Downtown
Grand Central Station, NYC



Urban Neighborhood
Mockingbird Station, Dallas, TX



Suburban Town Center
Market Commons, Arlington, VA



Streetcar Suburb
The Crossings, Mountain View, CA

How Can We Encourage TOD?

- Education and Advocacy
- Regional Leadership & Commitment to Locate Key Uses Along Transit Lines/Stations
- Local Leadership & Commitment
 - Comprehensive Plan Policies & LDRs
 - Economic and/or Zoning Incentives
- Area Planning & Design Charrettes
- Implementation Tools
 - Zoning & Land Use Incentives
 - Financial Incentives



How Can We Encourage TOD?

- **Successful Development Activity**
 - Success = higher FTA Rating
 - Public/private or private projects
 - Variable Locations (e.g., at station, along transit routes, other infill & redevelopment)
 - Utilize Publicly-Owned Lands at Stations/along Corridors
 - FTA emphasis: TOD & “New Urbanism”
- **Other Development Opportunities**
 - Land available for public/privates
 - Higher densities
 - Transit-supportive plans in place



TOD is Win/Win

- **Community Benefits**
 - Allows communities to direct growth
 - Improves local transportation connections
 - Provides affordable housing
 - Improves access to jobs
 - Increases local tax base
- **Regional Benefits**
 - Increases transit funding
 - Increases transit ridership
 - Creates employment nodes
 - Improves regional transportation connections



